

### A QUARTER-CENTURY OF HISTORY IN GOOSE BAY

The purpose of this production is to provide a background of the history of RCAF Stn Goose Bay and, more recently, CFB Goose Bay. The contents have been gathered and condensed from many sources, including base records, and from service and civilian personnel presently serving here who have many years' experience on "the Goose" and/or are here for second and third tours.

At the beginning of the Second World War, the necessity for a landing strip in Labrador became obvious as planes flying the northern route between North America and Europe needed a refuelling stop in this area. At that time, Melville Basin's population was mainly in small settlements and Hudson Bay Posts widely spread over the area. There was a good-sized settlement at Northwest River where the Hudson Bay had established a post in the early 19th century some time prior to 1825, and there was a settlement at Mud Lake and possibly there were other small settlements; but there was no settlement at Goose Bay at all. As the Labrador coastline was largely unmapped and uncharted at this time, it was decided by the Navy and Air Force jointly to send a photographic detachment of the Royal Canadian Air Force from Dartmouth, Nova Scotia to Labrador to complete by air photography the charting of the Labrador coastline. The party included two surveyors, loaned to the RCAF from the Dept. of Mines and Resources, detailed to assist the photographic crews in their mapping project; and also to locate airport sites in certain specified localities, Northwest River being one.

*W. Jenkins*  
Oct 1974

Germany was so certain that she would be in a position to carry out her original plans of an invasion of North America by the winter of 1941 that Lord Haw-Haw, German radio broadcast personality, was instructed to give a special discourse on Labrador. He told listeners that Germany knew all the Canadian Government was doing at Goose Bay. He thanked them for their efforts, saying it would save Germany that much labour. He concluded by informing the Military Garrison at Rigolet, an isolated outpost on the coast at the entrance to Lake Melville (113 miles from Goose Bay Airport) that they would be cut off and starved to death before the spring of 1942. Lord Haw-Haw said he fully sympathized with these brave men and felt sorry they would have to suffer a slow lingering death by starvation.

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Lord Haw-Haw was wrong—many lived long enough to knock hell out of some of Hitler's crack divisions while fighting on the Italian front.

In June, 1941, Hitler double-crossed Stalin and attacked Russia, hoping to catch her unprepared and off guard. Russia became an ally of the United Nations and events began to happen rapidly as far as Canadian and United States aviation is concerned. A joint Canadian-U.S. plan was unfolded establishing airports across the top of the world along what is known as the Great Circle Route from Canada to Britain.

The United Nations were fortunate that the George McNameara Construction Company of Toronto was awarded the contract for building the airport at Goose Bay, and that George McNameara picked Mr. William Durrell and appointed him as General Superintendent over the actual construction work at Goose Bay.

In June, 1941, a scouting party led by Eric "Jack" Fry of the Dominion Topographical Survey, on loan to the RCAF, took off to study the area around Northwest River for a suitable aerodrome. The only maps available were those compiled from aerial photographs made by a Canadian forestry engineer, Mr. F.T. Jenkins, in 1935. The party, aboard an RCAF Strannæer amphibious plane piloted by F/O [Name] set down at Northwest River on June 16, 1941.



Eric Fry engaged a boat in Northwest River and with Sid Blake, the skipper, and another crewman came up to look around Goose Bay for suitable sites. They called on John Groves who lived at the extreme head of Goose Bay, and who was reputed as having an extensive knowledge of the district. Mr. Groves and the other local inhabitants took Eric Fry to certain sites which they considered suitable as landing strips, but they were not what Mr. Fry was looking for as they were mostly too small. The local inhabitants wanted to show Mr. Fry the place near the mouth of the Hamilton River (Carter Basin) where Charles Lindbergh and his wife had landed their seaplane while on flight to the Orient in 1931; but, instead, Mr. Fry decided to go up the Hamilton River to Robert Michelin's farm at the mouth of the Traverspine. From there, Eric Fry and Robert Michelin crossed the Hamilton River to its north side, and left the rest of their party on the river bank while they walked in from the river to the plateau which Mr. Fry had seen silhouetted against the western sky a few days before when he was on the Goose Bay. Because of the marshy land between the bay and the plateau, he had been unable to explore the plateau at that time; but the local people told him that Robert Michelin and his family picked berries there as there was easy access to the plateau from the Hamilton River about 7 miles from its mouth.

When Eric Fry saw the plateau from its top, he was dumbfounded. It was just what he was looking for as a landing strip. His later tests, soundings and calculations confirmed his first impression. The entire plateau was to a great depth composed of a uniformly coarse sand ensuring ease of construction, perfect natural drainage and freedom from frost heavage at winter temperatures. Ample room for construction of runways to any required length was available in any desired direction. Access from the sea by boat was easy; weather conditions were the best in Labrador

storms. There was an absence of natural obstacles because, being a plateau, it was the highest point in the surrounding country for many miles thus assuring freedom of approach for aircraft coming in from any direction; and a good harbour was nearby. Terrington Basin provided adequate space and depth of water, good approach and feasibility of wharfsite, shelter and mooring room for both aircraft and sea-going vessels with very little tidal action.

By the first of July, Eric Fry had decided upon the site; and had completed a report of his findings which was rapidly dispatched to Ottawa. These reports were submitted to Air Commodore A.E. Godfrey, MC, AFC, of AFHQ who arrived at Northwest River by Catalina Flying Boat, on July 14, 1941 accompanied by an engineering officer. The next day, the visiting officials with Fry scanned the proposed site from the air; and later battled many of the elements of nature to make first-hand observations on foot. Then, armed with a personal knowledge of the area charted, the RCAF party returned to Ottawa where plans were discussed and ultimately approved. The saga of RCAF Stn Goose Bay thus had its beginning.

In August, advance parties of engineers and surveyors were flown to the site from Halifax; and other key personnel, including communications officers, trickled in gradually. By September 20, preliminary layout work had commenced from a camp at the water's edge.

The first boat to arrive was the ice-breaker "MacLean" on Aug. 29, 1941 with fifty RCAF personnel and much heavy equipment aboard. From this day onward, records were maintained by Cpl C.K. Jones in a form RCAF R65 "Daily Diary". These records are stored at CFHQ, and all entries from August 29, 1941 to March 31, 1942 bear the name "Canada Bay". On March 1, 1942 when the Goose was officially declared RCAF Stn Goose Bay, the name Canada Bay was dropped from all records.



On September 30, 1941, the "Saurel" and "Foundation Jupiter" arrived with bulldozers, graders, an RCAF Medical Unit and the first DCF personnel who were to remain on a full-time basis. On this same day, the "O.K. Service", an RCAF sea-going cutter, arrived with a cargo of prefabricated houses and equipment to set up a permanent signals station on the plateau.

The first Supply officer, complete with staff, arrived in early October by Catalina Flying Boat. To maintain a vigilant eye on the operation, the first Accountant officer and staff arrived in early November; and proceeded to hold pay parades in a country where the only media of exchange were sacks of flour and squirrel skins.

On November 16, 1941, a radio message was sent by Mr. Fred Brown, resident engineer, to the Department of Transport at Ottawa informing the Minister that three runways, each 7,000 feet long, were completed and ready to accommodate the largest planes. Officialdom in Ottawa just couldn't believe the message. Half a dozen signals received from Ottawa demanding further information and explanation proved they didn't believe Mr. Brown's original message! He confirmed his message saying the runways were ready to accommodate the largest type of aircraft being flown at that time. It was true!

The first land plane to land at Goose Bay on the new runways was a ski-equipped twin-engined Quebec Airways plane in November, 1941. The first military aircraft, piloted by P/O Hutchinson, landed on December 9, 1941.

The first Detachment Commander, S/L W.J. McFarlane, arrived in September, 1941; and remained here until November 12, 1941 when he re-

By April, 1942, the officers' quarters were completed and occupied. Twenty-four officers lived on the ground floor, and 48 NCO's lived upstairs. An Officers' Mess kitchen was also in operation in addition to the "Combined Mess" which could accommodate 350 at one sitting. Also, the "nose" hangar was capable of housing three aircraft by April, 1942. All during the winter and until late 1942, water was being hauled 2½ miles from Otter Creek. Drilling to a depth of 525 feet had produced nothing more than sand.

~~SECRET~~

# DAILY DIARY

UNIT OR FORMATION *BCAF DETACHMENT*

DATE	TIME	SUMMARY OF EVENTS
<i>May 1942</i>	<i>29/8/41/1942</i> <i>2200</i>	<i>Moved from 19361 to shore. Quarters and retained ashore.</i> <i>Light cut</i>

ORDER FROM FISHING VESSEL 361 TO SHORE FOR CONSTRUCTION  
28 AUG 1941. NOTE CANADA BAY REFERENCE AT TOP LEFT



On March 21, 1942, Captain Turnbull, PCDC, became the first dentist on the Goose having arrived by North Eastern Airlines DC3.

March 29, 1942 saw the arrival of the RAFFC by Liberator—a party of nine signals personnel plus a WO<sub>1</sub>. On this day also, the RCAF Ensign was hoisted for the first time.

On April 5, 1942, the first U.K. bound aircraft, a Liberator, landed at the base; and, from then, transit aircraft utilized the station's facilities in ever-increasing numbers. By the end of April, it was necessary to request the posting of additional men--the RCAF strength at that time being seven officers and sixty-eight airmen. There were also one officer and nine airmen on the Royal Air Force Command strength and three officers and nine other ranks with the USAAF. The American force swelled considerably during the first fortnight of June, 1942 when several ground-crew officers and men arrived; and in their wake came the S.S. "Carlus" bringing much-needed paraphernalia of all sorts. Later in the same month, the first detachment of the New Brunswick Rangers, assigned for guard duty, wended their way ashore and, as one serviceman put it, "The station truly had the aspect of a small city". By the end of June, approximately 1,700 service personnel and 700 civilians were established in this new Labrador abode, the latter group comprising employees of the Department of Transport and the McNamara Construction Company.

During May, over 100 Venturas and Hudsons passed through Goose Bay enroute to the U.K. One Ventura veered off the runway and was totally wrecked; but, fortunately, there was no loss of life. The largest aircraft to date landed on May 26, a C54 from Moncton with a load of McNamara Construction men and equipment.

The next largest aircraft was a Russian four-motored aircraft on May 29, 1942 carrying M. Molotov, his wife, daughter and a staff of 27 flying from Moscow to Washington via Montreal.

On June 1, 1942, the RCAF turned over Building 13 (Airmen's Canteen) to the American Air Force for a Mess. On June 2, a Stratoliner carrying General Arnold of the USAAF arrived for a short visit.

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On June 4, 1942, an advance party of the Canadian Army, under the command of Colonel Roach, arrived to assume control of base security. The New Brunswick Rangers composed the major body of Army personnel.

On June 8, 1942, Colonel Smith and a party of US Service officers arrived from Washington. Colonel Smith became the first American Commanding Officer of the USAAF site. On July 15, 1942, the USAAF commenced construction on their own site; and on August 1, 1942 the USAAF base became an independent entity.

On September 7, 1942, a crash of a Catalina was reported at Battle Harbour with all 14 aboard reported killed, including Bill Durrell. On September 9, Bill Durrell was picked up by a Norseman and flown back to Goose Bay with full details of the crash. Only 4 were killed, and the remainder badly shaken up.

On September 9, an urgent message was received from Cartwright. A woman, the wife of a Newfoundland Ranger, had been in labour for 50 hours, and the doctor at Cartwright could not be reached. The CO took F/L Perversoff, SMO, in the Norseman and proceeded to Cartwright; and, before they departed, a 7½ lb. baby boy was delivered safely. The very grateful parents named the child (R) Robert (C) Charles (A) Albert



) Francis--the first letters spelling RCAF.

The runways were gravelled in the spring of 1942, and the beginning of ferry operations was heralded on July 4 with the arrival and departure of 70 Lockheed Lightning fighters which subsequently reached England through Greenland and Iceland. Operations continued throughout wartime in ever-increasing intensity. In the 12-month period ending September, 1945, the airfield handled over 24,000 aircraft.

By the end of 1942, construction work had gone ahead favourably; and quarters for 3,000 construction workers and 5,000 service personnel plus such other necessary projects as bakeries, docks to handle ocean-going vessels, central heating plants, steam laundries, sanitation, camping stations--in short, a city for 8,000 people and an airport besides were nearing completion or were completed, and recreational facilities started to appear.



FLYING DETACHMENT AT GOOSE 1943

On July 15, 1943, the Station Laundry commenced operating with P/O J.C. Brown in charge. He was assisted by a Sergeant (Laundry Tech) and about five General Duty airmen plus local civilian help.

On June 30, the station strength was:

RCAP	40 officers (6 nursing sisters and 1 female dietitian included)
	471 airmen
RAFTC	39 all ranks
Civilians	10
Canadian Army	10 all ranks
YMCA	3 (operated Airmen's Canteen)
Aircraft	1 Corsair and 8 Hurricanes of #129 Sqn

DECLASSIFIED  
11/1/84

EASTERN AIR COMMAND

MOVEMENT ORDER

NO. 22

TO: HQ

File: 5326-1-4  
Date: 6 Nov., 1943

Move of No. 116 (NR) Squadron to Gander with a Detachment to Goose Bay

#### INFORMATION

This Movement Order was issued in the form of Air Staff Signal A.35 dated 3 November, 1943, and is prepared in this form for record purposes.

The signal is quoted hereunder:

Quote: Botwood, Gander, No. 1 Group Hqs., Goose Bay rpt AFM A.35 3 Nov.

MOVEMENT ORDER NO. 22 (.) MOVE OF NO. 116 SQUADRON TO GANDER WITH A DETACHMENT OF FOUR AIRCRAFT TO GOOSE BAY TO COMMENCE NOVEMBER 15th (.) SQUADRON IS TO MOVE ON OR AS SOON AFTER THIS DATE IN ACCORDANCE WITH ANY FINAL INSTRUCTIONS FROM NO. 1 GROUP (.) TRANSFER SHOULD BE COMPLETED WITHIN ONE WEEK OF INITIAL MOVE (.) AIRCRAFT AND PERSONNEL MAINTAINED IN GOOSE BAY DETACHMENT MAY BE ALTERNATE AT DISCRETION OF SQUADRON COMMANDER (.) AS OPERATIONAL CALLS ON DETACHMENT AT GOOSE BAY BE INFREQUENT THE OPPORTUNITY SHOULD BE TAKEN TO UTILIZE PERIOD AT GOOSE FOR INTENSIVE UNIT TRAINING PARTICULARLY ON BOUDBG AND COMBAT (.) NO FURTHER MOVEMENT ORDER WILL BE ISSUED (.) UNQUOTE

MOVEMENT ORDER FROM Botwood



Group Captain A.J. Hanchet-Taylor became Commanding Officer on September 10, 1943. He was one of the guiding lights behind the organization of a private radio broadcasting station, VOUC--the Voice of the Wilderness--which commenced broadcasting December 11, 1943. Almost concurrently, the station published the first issue of the camp newspaper, the NORDROME, on December 20, 1943.

When all major construction had ceased at the end of 1943, the Canadian government revealed that the cost of the airport at that date had been \$9,950,680.00.

WO2 C.K. Morgan, flying Hurricane #5662, crashed on the shore of Carter Basin, and was instantly killed on September 11, 1943. He was buried with full military honours at Goose Bay. Another bad crash occurred on November 21: a USAAC aircraft with a crew of 10 at Mud Lake killing all aboard.

Late in the fall of 1943, the USO sponsored a visit of Andy Devine and Miss Mary Elliott for live "outside" professional entertainment. Their visit coincided with the arrival of a squadron of Corsos which were on deployment from Dartmouth, N.S. on North Atlantic anti-submarine patrols. Bad weather delayed the departure of Andy Devine and Miss Elliott, much to the delight and admiration of the many young officers who were hosting the pair.

It is surprising how quickly people learn. As far as is known there was no prostitution up North before the War. One reason for this is the fact that, generally speaking, the men outnumber the women three to one. This is a good thing, inasmuch as it requires two to three hunters to supply sufficient food for one family. If the native men did not share the affections of their womenfolk there would be jealousy and possibly murder. This would lead to feuds and ultimately to the extinction of the various tribes. By sharing the favour of the womenfolk and by looking upon the sex act as a natural appetite which should be satisfied whenever opportunity presented itself, there were no quarrels or jealousy over these matters and therefore no eternal triangles.

But after the white men arrived in great numbers things changed rapidly. Competition crept in. Money changed hands, and before the authorities realized it to be a fact, one Indian at least had established himself in business and was proprietor of a house of ill-fame. Incidentally, judging from accounts, he would have been the first Indian millionaire in Labrador had F.O. Alexander of the RCAF security police not nipped his activities in the bud. The Old Buck concerned had set up his tent, and his stock-in-trade were a couple of young Indian girls. One was about twenty, the other was small, immature and quite young. With true Indian logic the Old Buck charged patrons a higher price for the favours of the older, more experienced girl than he did for the younger and less experienced one. The fact that a well-worn path came into being in the woods, and that men went fishing where there were no fish, and that others went hunting where there was no game, finally created suspicion. One day the M.C. reported that several men had gone to sick-bay with V.D. Immediate investigation disclosed how the Oldest Profession had found its way to Goose Bay.

When the native workmen brought their families along to Goose Bay it became necessary for the authorities to establish a native village, Happy Valley. This was put out of bounds to the Service personnel, but the village was not out of bounds to the civilian personnel working on construction. At first it was rather amusing. It is told the Army provided a guard to escort twelve of the native girls back and forth from the McNamara laundry to the village. The girls objected to this procedure and ultimately it was discontinued.

There seems to have been very little trouble as the result of the labourers mixing with the native girls. As a matter of fact, it is known of only one case where a girl laid a complaint. It was due to the fact that an employee of the Construction Company obtained liquor from the crew of one of the Merchant ships unloading at Goose. He got rather drunk. While on his way up the hill from the dock to the airport he met one of the native girls. As a result of what happened, she reported she had been raped.



(It is a well-known fact that the natives use words of which they don't really understand the true meaning. Fortunately for the man concerned the officials in charge of the investigation knew of this peculiarity.)

The girl told her story of how she had met this man, how he had taken her into the bushes, and how he had been 'wonderfully fierce' during his attack. Further interrogation showed that the girl was not so much concerned about what had happened to her as she was about the lack of preliminaries. It was the fact that the man concerned had taken everything for granted which seemed to annoy her most.

The man claimed he had intended no harm. He produced several witnesses who were prepared to swear that they had all enjoyed the favours of the young woman. They claimed she had never raised the slightest objections. The investigators summed up the evidence and came to the conclusion that it wasn't exactly a case of rape—it was more a case of seduction without salesmanship.

A bad crash occurred on April 19, 1944—shortly after take-off, an American Flying Fortress with ten aboard crashed in Lake Melville with no survivors.

The first Spitfire enroute overseas arrived on June 8, 1944 from Presque Isle, Maine.

On July 6, 1944, a Vantura crashed at the end of the runway killing all ten aboard. Three more fated accidents followed: on August 26 when a Mosquito disintegrated over the airfield--the pilot bailed out and was saved but a civilian engineer aboard was killed; on November 3 when a RAAF Dakota crashed after take-off on the Kenamu River killing all four aboard; and a USAAF Liberator just after getting airborne--three of the crew were killed, but several RCAF personnel who arrived on the scene managed to rescue three others before flames engulfed the plane.

The fourth Commanding Officer took over on October 6, 1944. The afternoon of November 18, 1944 is recorded as being an unusually busy one. During that afternoon, there were 152 landings of USAF, RAAF, and the 16th



OUT 1  
REF. YOUR  
DATED

S.831-6-1 (5000)  
S.24-5-6 (A.H.)  
24th August, 1944.

ROYAL CANADIAN AIR FORCE

HALIFAX, N.S., 13th September, 1944.

SECRET

The Secretary,  
Dept. of National Defence for Air,  
Lisgar Building,  
OTTAWA, Ontario.

Daily Diary - July, 1944  
R.C.A.F. Station, Goose Bay, Lab.

1. The information requested in your referenced letter, numbers, names and initials of the six airmen who were killed in the accident mentioned on 6th July is as follows:

R.111463	Sgt Duquette, H.E.
R.65379	Cpl. Cole, C.N.
R.64254	Cpl. Foris, L.C.
R.183298	LAC Bell, H.H.
R.174974	LAC Leard, W.C.
R.200511	LAC St. Louis, L.C.

*R. M. Fraser*  
(L.H. Fraser) S/O  
for A.O.C.-in-C., R.C.A.F.

May 8, 1945 did not pass without a bit of celebrating—effigies of Hitler, Goebels and Goering were strung up on a scaffold and burned. The RCAF numbered 834 on this date.

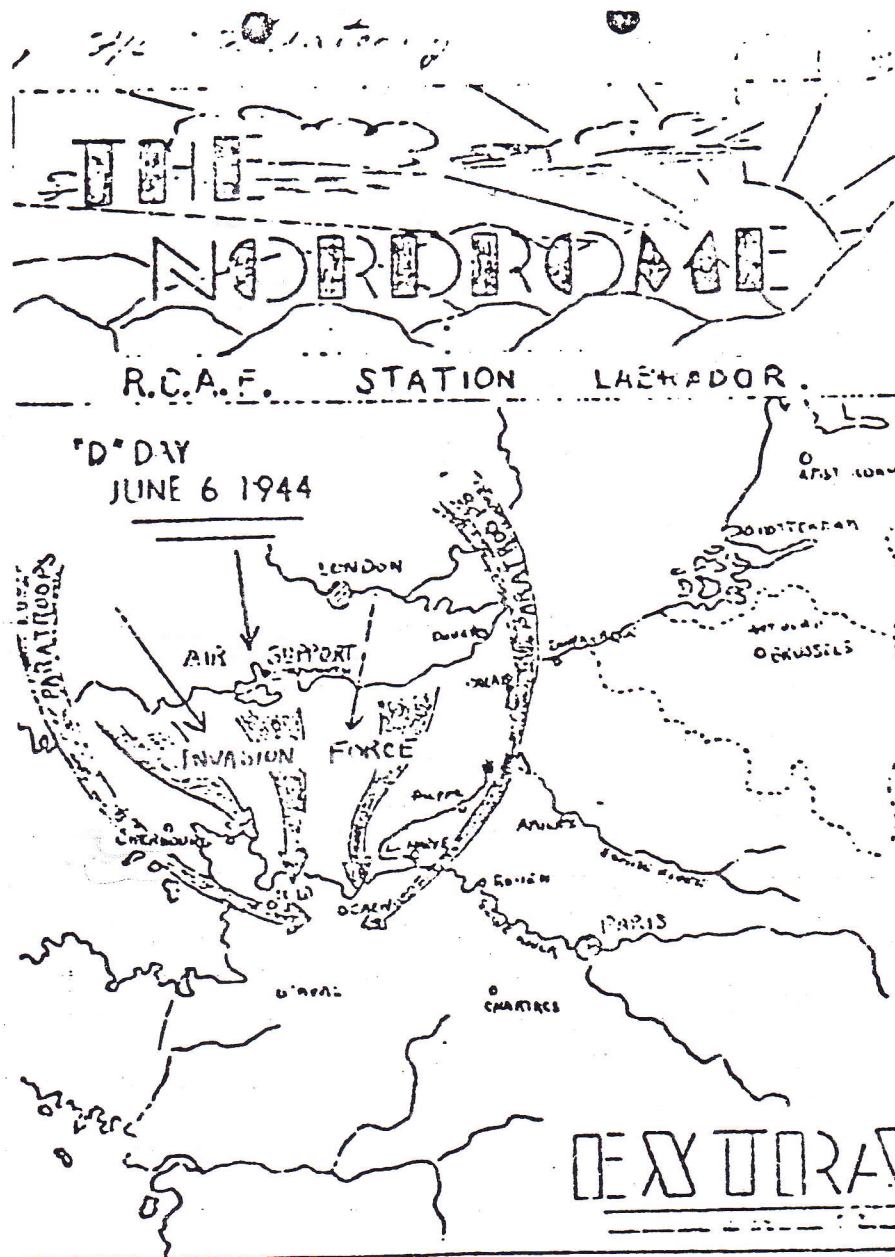
Group Captain J.F. Harvey, AFC, CD, became CO on September 28, 1945. He was succeeded by S/O C.E. Harris on August 9, 1946 and G/C Z.L. Leigh, OBE, CD became on September 26, 1946. On June 14, 1947, G/C Leigh was presented with the McKee Trophy for outstanding work in the interests of civil aviation.

Northern allowance was approved for RCAF personnel at Goose Bay on February 11, 1947.

On April 10, 1947, a new passenger terminal was used for the first time. The first TCA trans-atlantic flight using North Stars landed here April 15, 1947.

A swimming pool, located in the old Recreation Hall, was used for the first time on August 5, 1947. A fire in the winter of 1949, however, destroyed this facility.





The first RCAF school opened on October 1, 1947. Two teachers taught all the students in the building now occupied by the Shop Bar.

The first birth to an RCAF dependent occurred on September 28, 1947-- Baby Snowden. Dependents at that time lived in ERQ's, and TRQ's and converted barrack blocks. Many TRQ's were scattered around the base, but all were disposed of by 1950.

Group Captain J.A. Verner, the eighth CO, took over command on March 16, 1948.

On July 26, 1953, Group Captain F.W. Ball, DFC, CD, became Commanding Officer and remained so until he was tour expired and replaced by Group Captain E.M. Mitchell, DFC, CD, on July 22, 1955.

The last three major projects to be completed were the Recreation Center in 1955, the Arena in 1956 and the Curling Club in 1958.

These additional recreation facilities also made possible the Winter Carnivals as they exist today. Previous to 1958, the carnival consisted mostly of competition between the different messes in such games as darts, pool, etc.; and was mostly for the members of the different messes, excluding dependents. In 1958, the first carnival was held and featured a beard-growing contest.

Commanding Officers who have served on the Goose since that time are:

Group Captain M.G. Doyle, CD	1 Sep 57-7 Aug 58
Group Captain W.M. Swetman, DSO, DFC	8 Aug 58-17 Aug 61
Group Captain E.L. Kenny, CD	18 Aug 61-5 Aug 64
Group Captain D.G. Malloy, DFC, CD	6 Aug 64-9 Aug 66
Group Captain R.F.M. Walker, CD	10 Aug 66-

Some of the more well-known men who became popular "characters" on the Goose were:

William Durrell ("Big Bad Bill") - He was the General Superintendent for McNamara Construction, and is credited with being "the man who built the Goose". In November, 1911, a ship sank in the Hamilton Inlet enroute to Goose Bay taking the winter's supply of beer and two high-pressure boilers to the bottom. The boilers were intended to supply the base with central heating; and the machine shops, wood-working factory, etc. with power. One day while timber-cruising in the area, Bill suddenly walked upon two locomotive-type, high-pressure boilers, nearly a thousand miles from the nearest railway, right in the heart of the Labrador wilderness. They were well preserved, clean, rust free and newly painted.



In a matter of days, Bill Durrell had the boilers loaded on skids; and they were on their way into Goose Bay construction camp.

The mystery was ultimately solved. Thirty-five years before, some Montreal businessmen decided to go into the lumber business in Labrador. After having sent some equipment, including the boilers, to Goose Bay, one of the partners proved to be dishonest; and he absconded with the company funds. The second member of the company died of a heart attack, and the third declared bankruptcy. A Canadian bank took possession of the boilers as security for money they had loaned for financing the venture. The bank officials told a native named MacLean that if he painted them occasionally and looked after them they would pay him for his trouble when the boilers were finally sold. MacLean painted the boilers whenever they required a coat of paint. He had remained faithful to his promise during all those years. Bill Durrell paid MacLean \$400.00 for his labour and materials--twice as much as MacLean had requested.

Flight Lieutenant "Al" Chessman - a former "bush pilot" and pilot of the Goose Bay Search and Rescue ski-equipped Norseman. Al was a fabulous character. The stories of his wit and escapades, and escapes are many and colourful. One time, he was missing and a search party, on finding his plane in sub-zero weather after 7 days of searching, were afraid to enter the tent which was pitched beside the crashed aircraft. Suddenly, they heard a loud voice from within the tent, "Are you coming in or staying outside all day?" Chessman was very much alive, and had lost none of his wit even after experiencing such an ordeal.

Sid Blak - the skipper of the boat employed on the original search expedition, and later Eric Fry's righthand man on surveys, became super-

intendant of logging camps, of which there were several.

Dan Michelin - steersman of the survey boat, started up a hand laundry at Goose Bay when the base became big enough. When the contractors, pressed by the growing population of the base, decided to install a modern steam-equipped laundry, Dan moved in with his entire family to staff this new establishment.

Robert Michelin - Dan's brother, original "owner" of the Berry Bank on which the airport was built, refused to become a wage slave preferring, so he inferred, to remain independent. Nevertheless, he kept moderately busy supplying honey, cream, eggs and fresh salmon, when in season, to some of the Air Force messes; and professed himself quite satisfied with the promise to leave him sufficient acreage of cranberries to maintain both himself and his family in preserves.

Some interesting names selected from the Guest Book include:

Geo. D. Young, YMCA War Services, Moncton; A/V/M J.A. Sully, RCAF HQ 11/7/42; Air Marshall L. Breadner, RCAF HQ 10/8/42; Charles G. Power, Ottawa, Minister of National Defence, Air; H.L. Keenleyside, Dept. External Affairs, Ottawa 26/9/42.

Arrived on RAF Lancaster - September 27, 1942. Among others:

Brigadier Vanier, AHQ, Ottawa  
C.D. Howe, Minister of Munitions & Supply  
Desmond A. Clarke, Director-General, Shipbuilding  
Col. A.G. Falston, Minister of National Defence (several return trips)  
Ralph Bell, Aircraft Controller, Ottawa  
Clyde Pangborn, Wenatchee, Washington (RAFTC Dorval 11/1/43)

Maxwell Dunbar, External Affairs, Ottawa

Anthony Eden, Foreign Office, London, April 3, 1943 (now Lord Avon)

John E. Winant, Embassy London, April 3, 1943

R.J. Craikshank, Ministry of Information, April 3, 1943



H. Butler, Foreign Office, 3/2/43

William Strang, Foreign Office, 3/4/43

Gregory Clark, Toronto Star, 21/4/43

A.W. O'Brien, The Montreal Standard, 21/4/43

John Anderson, Lord President of the Council, London

Villyamur Stefansson, New York City (arctic explorer)

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H.W.W. Wilson, War Office, London, Aug 26/43 (Present Prime Minister U.K.)

Sir Humphrey Walwyn, Governor, Newfoundland Sep/43

Andy Devine, Van Nuys, Calif. Sep/43

C.J. Birchell, High Commissioner for Canada, Newfoundland

Earl of Athlone and Princess Alice, 1-3 Aug/44

Air Chief Marshall Sir Guy Garrod, Sussex, England

General A.C.L. McNaughton, Ottawa

A. deNiverville, Montreal, Oct/50 (A/V/M) many return trips, his son was  
stationed here in Control Tower  
in 1950

F. Normandin, Ottawa "Le Droit", 10 Nov/50

James P. Coyne, S/L, 408 Sqn Rockcliffe 18 Jan 51 (later governor of the  
Bank of Canada) many  
return trips

W.A. Curtis A/M, RCAF HQ, Ottawa (several return trips)

A.O. Ross A/C, ATCHQ Ottawa

Keith Davey, CFCF Montreal May 25/51

Lucienne and Berthe Chevrier, Cornwall & Ottawa, daughters of Lionel  
Chevrier then Minister of Transport (the whole Chevrier family visited  
Goose in June 51)

Shane, Brian and Alexander of Tunis, Aug 2/51

L.B. Pearson and Mary Pearson, Aug 2/51

Walter S. Thompson and Grace Thompson, Aug 2/51

Lloyd Macdonald Lockhard, Toronto Star, Aug 2/51

Hugh Campbell, A/V/M, Washington, Apr/52

Air Marshall W.A. Curtis, CAS, Ottawa

D.S. Eden, South African Air Force, 16/4/52

Don Brown, Ottawa Citizen 23 May 52

Campbell McDonald, Radio Station CFRA, Ottawa 23 May 52

Stephen Franklin, Ottawa Journal, 23 May 52

Geo. Huard, CKCH, Hull PQ 23 May 52

Gaby LaSalle, CNAC, Montreal 23 May 52

Jean Taillefer, "Le Droit" Ottawa 23 May 52

TO BE CONTINUED.

